प्रचालक इस "की-बोर्ड" पर कार्य कर सकता है। इसके प्रशिक्षण के लिए राजभाषा विभाग ने एक "सेल्फ-ट्यूटर सॉफ्टवेयर" तैयार करवाया है, जिससे कोई भी प्रचालक स्वयं प्रशिक्षण प्राप्त कर सकता है।

Improving road traffic scenario in the country

. *112. SHRI BHUPINDER SINGH MANN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the steps being contemplated by Government to improve road traffic scenario in the country taking very high rush of traffic into account and the number of accidents;

(b) whether any assessment to determine the loss caused by poor condition of roads to the vehicles, fuel consumption, time, accidents and discouragement to foreign tourists has been made; if so the details thereof; and

(c) whether more private or public highways are proposed to be constructed?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATARAMAN): (a) The Central Government is primarily responsible for the development and maintenance of National Highways. Roads other than National Highways are the responsibility of the State Governments. Taking into account the increasing traffic and high rate of accidents on National Highways, the Government of India is taking a number of steps like widening two lane sections to four lanes, single lane sections to two lanes, providing paved shoulders, strengthening of weak pavements, reconstruction of weak and narrow bridges and culverts, replacement of level crossings by Road over bridges, provision of retro reflective road signs, thermoplastic road markings, laybyes and wayside amenities on high traffic density corridors etc. The Government have also introduced in selected portions of National Highways, a National Highway Patrolling Scheme.

(b) As per the road user cost study carried out by this Ministry, it is broadly assessed that without proper road improvements, a loss of 10—15 percent in fuel consumption takes place. According to another assessment, loss to the country on account of road accidents exceeds Rs, 3000 crores per annum.

According to the above study the value of travel time of passengers varies a great deal with the mode of travel, route and region in the country. As per this in 1990, the travel time value of passenger, for car/taxi and bus on trunk route was Rs. 24.30 and Rs. 19.70 per hour respectively. Ministry has not made any assessment of losses due to discouragement to foreign tourists, if any, on account of condition of roads.

(c) Development of National Highways is a continuing process and is being per-sued both under Government financing and private financing.

Assignment of Super National Highways Projects to Private Sector

*113. SHRI J AY ANT KUMAR MALHOTRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that in pursuance of their plan to assign the Super National Highways Projects to private sector, Government has invited tenders from private parties to conduct feasibility studies on the projects;

(b) if so, the total number of bidders who responded to Government's tenders;

(c) the names of the bidders finally shortlisted alongwith the terms and conditions offered by them;

(d) Government's response thereto;

(e) whether the National Highways Authority of India has submitted an alternate plan; and

(f) if so, the details thereof and the decision taken by Government thereon?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Yes, Sir. National Highways Authority of India had invited global tenders from private sector for carrying out the feasibility studies for the proposed Super National Highways. In

response, 22 bidders, Indian as well as Foreign, submitted their proposals.

(c) and (d) Bidders have not been shortlisted so far.

(e) No, Sir.

(f) Does not arise.

Garment Exports from India

*114. SHRI K. RAHMAN KHAN: Will the Minister of TEXTILES be pleased to state:

(a) the total exports of garments from India during the last three years, and the major countries importing garments;

(b) the break-up of garments export in cotton, silk and handloom during the last three years; and

(c) the target fixed for export of garments for the year 1996-97?

THE MINISTER OF TEXTILES (SHRI R.L. JALAPPA): (a) The exports of garments (cotton, synthetic and woollen) from India during the last three years were as follows:

	Value in U.S. Million Dollars
1993-94	3713.65
1994-95	4433.83
1995-96	4453.31

The major importing countries of garments from India are the E.U. Member States, the U.S.A., Canada, the U.A.E., Japan, Switzerland and Australia.

(bj The exports of cotton garments (knitted, handloom, rnillmade) silk garments (Mulberry & Mixed/Blended) and handloom garments (cotton, synthetic and woollen) during the last three years were as follows:

Value in U.S. Million Dollars

	1993-94	1994-95	1995-96
(i) Cotton garments (knitted, handloom and millmade)	2744.40	3127.70	3121.40
(ii) Silk garments (Mulberry & Mixed/Blended)	82.08	86.04	62.04
(in) Handloom garments (Cotton, Synthetic & Woollen)	25.80	42.00	28.20

(c) A target of US $ 4750 million has been fixed for the export of garments during 1996-97.

विद्यालयों/महाविद्यालयों में राष्ट्रीय कैडेट कोर को अनिवार्य किया जाना

*115. **श्री चिमनभाई हरिभाई शुक्ल:**
श्री कनकसिंह मोहनसिंह मंगरोला:

क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार विद्यालयों और महाविद्यालयों में राष्ट्रीय कैडेट कोर को अनिवार्य रूप से लागू करने का विचार रखती है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) यदि नहीं, तो इसके क्या कारण हैं; और

(घ) क्या रक्षा मंत्रालय और मानव संसाधन विकास मंत्रालय के बीच समन्वय रखने के लिए कोई प्रयास किए गए हैं?

रक्षा मंत्री (श्री मुलायम सिंह यादव): (क) और (ख) जी नहीं, राष्ट्रीय कैडेट कोर प्रशिक्षण को विद्यालयों और महाविद्यालयों में अनिवार्य करने का कोई प्रस्ताव नहीं है।

(ग) बड़ी मात्रा में वित्तीय तथा आधारभूत सुविधाओं की आवश्यकताओं को देखते हुए और लोकतांत्रिक भावनाओं को मद्देनजर रखते हुए राष्ट्रीय कैडेट कोर प्रशिक्षण स्वैच्छिक आधार पर रखा गया है।

(घ) जब भी किसी विषय पर विचार-विमर्श किए जाने की आवश्यकता होती है तो मंत्रालयों के बीच विचार-विमर्श किया जाता है।